ON TO BROWNWOOD.

The Rio Grande Extension Opened for Traffic.

A RATE WAR VERY PROBABLE.

All the Indications Point to that Even Double Daily Train Service—Unlimited Tickets Off-Hedges' New Job. A Boycott Desired.

Notice to the Public.

The Pacific express company will open office at Brownwood, Tex., on Monday, and have a messenger through on the first train over the Fort Worth and Rio Grande, which goes through to Brownwood on Mon-

On the Rio Grande.

ow that the Brownwood extension of the Fort Worth and Rio Grande is nearing ompletion, people naturally begin to in-give as to the character of the section of

country penetrated by the line.

This road penetrates what has justly been styled the garden spot of Texas, and this year the crops are simply marvelous.

It is for this reason that such expedition has been made in the construction of this new extension; the aim being to get the read open, if possible, in time for the move-ment of the crops, and this has been done. First line opens a section of very fertile country, which is rendered directly tribuarry to Fort Worth, and which will be pro-tactive of a vast traffic from the day the ead is first opened for business.

When the wack has been thoroughly bal-arted and opened for traffic an excursion will be run from Fort Worth to Brownwood to afford Fort Worth people an opportunity to make the acquaintance of their South-western neighbors 150 miles away.

AS TO TRAFFIC.

Why Texas Railroad Projects are Favora-

bly Regarded by Investors. Many people seem to have an idea that rops constitute almost the entire freight affic of roads, but this is a mistake. The cross constitute almost the entire freight traffic of roads, but this is a mistake. The movement of grain is only one factor, albeit an important one in making up the tonnage, It is true that earnings are largely influenced by crops, but its effect upon the roads depends largely upon the location of the lines. Given a tine that passes through prairie, timber and mineral regions, you have one whose traffic does not depend solely upon Granger products. Such a line is the proposed Red River, Sabine and Western, and the Iron Mountain. These lines have timber, iron, lead, the and agricultural products, hence These lines have imbor, roa, lead, the end agricultural products, hence a failure of crops, while affecting the revenue, does not impair it. This is true in a great measure of the Fort Worth and Rio Grande, except that livestock and fruits take the place of luminostic and reading roads. bet lead and and zinc. Again, roads like those in Kansas depend almost entirely upon the crop products, and a failure in crops shows up disastrously in the earn-ings reports, yet these lines are able to off-set this by through tonnage, which is not essible to the Texas lines.

There are no roads in Texas that are seri-susly discommoded by a failure of crops. The traffic producing products of the state o many and so diversified that a failure ops does not necessarily mean a deficit, gh, of course, it has its effect on the volume of the revenue. It is for this reason that Texas railroad projects are so favorably regarded by investors; a failure of crops does not imply a failure to pay in-terest, or even dividends,

THE COMMISSION.

The Order Issued by that Body Regarding the Bearing of Complaints.

AUSTIN, TEX., July 17.—The commission assed an order to send one copy of the exas edition, 1891, annual report of the imprepared by the interstate commisad one copy of the classification of operating expenses as prescribed by the subroad commission to the railroad com-It is ordered by the railroad commission

of Texas is order that it might have time for the consideration of the business before ice is hereby given to the public hat after the Sist day of July, 1891, it will car personal applications and complaints in Tuesdays, Wednesdays and Thursdays of each week from 3 o'clock until 5 o'clock ρ m, of each day, unless a different time shall be agreed to, and that from now until the Stat of July the commission will hear personal applications and complaints from 3 o'clock p m. until 5 o'clock p. m. of each This notice has no application as to written statements and complaints.

John H. Reagan, Chairman

the commission will hold sessions in Dalhis commencing next Monday- No definite line of policy as to the system of rates has yet been agreed upon, but there is no disaerrement on this or any other general ques-

La Covernor Roberts visited the commisothis afternoon. He is in fine health, and and cheerful, securingly good for secmingly good for

Double Daily Train Service. It has leaked out that the Santa Fe is

contemplating putting on double daily train e between Kansas City and Galveston, will be done just as soon as the chair of all the run can be completed. It is said, are being built at the Pullmanchops and will be among the finest ever turned out at that manufactory of palatic cars. They will have French bevelpate glass windows, smoking and toilet roms all metal work of hammered brass and vestibuled, and will run solid between fairesten and Chicago. A vestibuled seeper will, it is said, also be put in sertice between Fort Worth and Denver, contesting at Newton with the Santa Fe California thunderbolt. It is lainted that the is thunderbolt. It is kinted that the morning and evening north and south-bound trains will meet and pass at Fort Worth. When this is done the Santa Fe he the only road in it as far as Chicago he's from Texas is concerned.

I allmited Tickets Off.

e Trans-Missouri passenger associa-has decided upon the abolition of unin ted tickets, and hereafter an extreme and the second and th

neral Passenger and Ticket Agent Frances of the Byrlington and Missouri River railroad in Nebraska announces that he shall limit all tickets on his road, and deal tickets will be given a three days'

S. R. Hooper of the Denver and Rio Grande will limit his tickets to six months and the Santa Fe will also put a limit on local tickets. The idea is to have a ticket iocal tickets. The idea is to have a ticket whose life shall expire sometime, and not, as is now the case, be everlasting. It is probable all Western roads will follow suit, which also means the idea will obtain on all Texas kines, as the principal ones are already members of the association and could not well enforce a rule on one portion line and not on another.

is safe to say that 999 out of every 1000 tickets sold are used for passage on the day of saic, and consequently a limit of from three to ten days would not affect the passeger and would be the saving of considerable annoyance to the roads.

Overloaded Cars.

Overloaded Cars.

It is very probable that the practice of sterloading cars will soon be effectually checked by the adoption of a simple little device. It is a car scale, and is a simple piece of mechanism, which can be attached to any car, the weight of which and its contents is shown with perfect accuracy. The weighing of cars heretofore, where given any attention at all, has been chiefly a matter of guessing, and the consequent loss to

the railroad companies from overloading has been enormous. The railroad companies have been unable to protect themselves against such abuses, because it is practically impossible to weigh each car in the old way. By this new invention, which is controlled by the Wanamaker car scale company, the weighing device is permanently attached to the car without necessitating any change in the present construction, and it requires but a moment to ascertain the weight. The public test at Indianapolis was witnessed by many railroad men, who pronounced it a great success. An exhibition car, with the attachment, will be taken to the leading cities for the purpose of showing the practical working of the invention. Patents on it have been secured in all European countries as well as in the United States.

ON TO BROWNWOOD

The Fort Worth and Rio Grande Extension Open for Traffic.

It is not always that a firm of railroad contractors are able to open a new extension for traffic on the day they had promised, but Hurley, Tierney & Lynch have not only done that same, but have opened the road more than two weeks ahead of the contract time.

road more than two weeks ahead of the contract time.

The Fort Worth and Rio Grande extension was to have been open for business to Brownwood on August I, but the contractors thought they could make it by July 18, and they have done so, the first passenger train reaching Brownwood at 9:30 last evening, and to-day the line is opened for regular traffic.

The passenger train leaves Fort Worth at 3 p. m., arriving at Brownwood at 9:30 p. m. Returning, leaves Brownwood at 7:25 a. m., arrives in Fort Worth at 2 p. m. This card goes into effect to-day, though the passenger train leaving here at 2 p. m. yesterday ran through to Brownwood.

This road has contracted for 100 carloads of cattle from the Brownwood country, and this stock will begin to move during the coming week. It is said this line will get the bulk of the business north-bound from that section, owing to its being the most direct line, and this first contract is only an earnest of what may be expected to follow.

direct line, and this first contract is only an earnest of what may be expected to follow. The construction of the thirty miles of road from Comanche to Brownwood is said to be the quickest work on record. There have been cases of faster track laying, but when it comes to grading, bridging and track-laying combined, the six weeks' time occupied in this construction entitles the contractors, Messrs, Hurley, Tierney & Lynch, to the paim as the most rapid railroad builders on record.

road builders on record.

The express service on the road will be inaugurated to-morrow, when a messenger will begin running through between Brown-wood and Fort Worth. Now that the cry of "on to Brownwood" has been realized, it remains for the Furt Worth merchants to cultivate the trade of that section and more firmly cement the bonds that now bind it to the Panther city.

A RATE WAR.

The Signs in the Heavens Indicate it is Coming.

All is not screne among the passenger men and the railroads are not dwelling to-gether in that peace and harmony supposed to characterize brethren, if all reports are

to be believed.

The Maple Leaf is known as a devilmay-care sort of a line—that when it sees any business in sight it goes for and generally gets it. For this reason the other Chicago lines have always endeavored to handicap it, and instance in point is that the protection of Eastern roads to Western lines in the Western passenger association did not include the Maple Leaf, and as a consequence the latter road is inclined to du not menue the Mapie Lear, and as a consequence the latter road is inclined to fight. It has a longer line to Chicago, and is consequently handicapped in securing business for that city from Missouri river points. To all its requests for a differential on Kansas City the other lines have turned a deaf ear.

a deaf ear.

Now if any man thinks for a moment the
Maple Leaf is going to have empty coaches
for the benefit of other association lines,
that man is "badly off." The Alton generthat man is "badly off." The Alton generally uses considerable wind in telling what it proposes to do, which it never does. The Maple Leaf says nothing, but draws its little knife, and by the time the other roads find out what is going on the cut has been made and the tide of travel turned to the Maple Leaf. General Manager Egan and Traffic Manager Bugenburk are both jolly, good-natured fellows, and they have not the appearance of fighters, but if another line treads on their toes they suddenly manifest John L. Sullivan tendencies and speedily knock out their opponents. The Gazette, from a personal knowledge of the GAZETTE, from a personal knowledge of the gentlemen, feels safe in predicting if the Maple Leaf don't get what it wants th other association lines will hear somthing

Another point on which the roads are about to split is the "split" tickets in use. These tickets are ones sold for round trips, the return part of which is not purchased by the person going over the line, but is torn off and given to scalpers to handle at the other end.

The split ticket is a favorite with agents who desire to build up business for their roads. It is easily handled and hard to detect. For instance, a man purchases a ticket in Chicago for Fort Worth. He does not want a return ticket to Chicago, but he is solid a "split," and the return part comes to Fort Worth, where it is turned over to a scalper at a nominal sum, and the road gets the business both ways. Its returns show only round-trip tickets sold, and in this way the earnings are increased and a cut rate is made. Whenever one road discovers an-other doing this there is a row, and a gen-

eral rate war usually follows.

It is said there is an unusually large number of these split tickets in use in the West, and that by their use a great deal of busifiess has been routed over the Alton despite the boycott, and which the Eastern roads are unable to trace. These tickets are in use by the Union Pacific and when General Passenger Agent Lomax received a protest from the Eastern roads demanding their withdrawal he politely informed them they could visit his satanic majesty, but instead of doing this they propose to go for Mr. Lomax's scalp, and in eral rate war usually follows. pose to go for Mr. Lomax's scaip, and in the effort to get it the knife will be used fully in self-defense, and rates will be artistically carved.

These are only a few of the indications of breakers ahead. With the Maple Leaf and the Union Pacific on their muscle, the Alten in the sulks, the Chicago, Milwaukee and St. Paul and the Wiscousin Central making cheap rates to the educational convention at Toronto against Mr. Finley's vention at Toronto against Mr. Finley's ruling, there is every prospect that the black flag will be run up and the rate sheets consigned to the demnition bow-

The hot weather seems to be seriously affecting the livers of the general passenger agents in the West and Northwest, and they are venting their spleen.

Hedge's New Job.

Special to the Gazette. New York, July 18.—Charles J. Hedge has been elected secretary and treasurer of the Missouri, Kansas and Texas. Hedge resigned as assistant to vice-president of Pullman palace car company. He was formerly auditor of the Union palace car company.

THE DUBLIN DISTRICT.

Hog, Hominy and Cotton-A Good Coun try for the Home-Seeker.

"How did you come to go to Dublin?"
was asked of John Howard yesterday by a Gazerrar representative.

"Well, that question is easily answered." replied John. "After I got through with the Santa Anna Anna land sale and finished my contract with the Brownwood peeple I returned to Fort Worth, and it was my intention to take a rest for a month or two, and about the time I was ready to take a trip with my family to the mountains I received a telegram from Mr. A. Chapman, cashier First national bank and treasurer of the Dublin land and improvement company of Dublin. Tex., saying he wished to meet me there, or if convenient to come to Dublin.

"Well, I boarded the Rio Grande train

here at 2 o'clock p. m., and was in Dublin at 5:30 that evening, and intended to return to the Fort the next day noon. On my arrival at Dublin I learned from Mr. Chapman, Capt. H. A. Smith, president of the First national bank, that they thought of having a public sale of farm lands and town property, and wanted to know what I thought of the plan, and to tell you the truth, I didn't encourage them but mighty little, for the reason that I did not have a very favorable impression of the country. Still I could not say that I knew much of the town and its history from actual observation, but in some way I got it in my head that the country was rough and broken, and that only a small per cent of the land tributary to Dublin was good farm land.

"Yes I expect there are many people scattered over Toxas that think about as I did, and you may be one of them," continued John, "and to make a long story short, we talked matters over in a general way, and I found the business men of Dublin to be clean cut, broad gauge, businesslike men. I learned and saw with my own eyes what they had done in the way of improvements and in building up their town and county, and finally I says to myself-those men must know that they have a foundation here for a good town or they would not be fooling away their time here. I guess I had better stop over a day and see the country around here and meet some of the farmers and hear what they have done this and last year in the way of crops, and hear something of the Dublin district, and the people—now that I am here.

"So next day we hitched up and drove around the country and over the town, and I became interested enough to want to stay another day, and learn more of the country and people, and finally after remaining there for four days I was thoroughly convinced that I didn't know as much about Dublin and its country as I thought I did. I always thought it was a pretty fair kind of country, but was of the opinion that there wasn't realy much to attract the business man and home-secker as compar

compared to other portions of our state, and as I said before, I was a little cold on the

"But you seem to have been converted, or at least changed your mind."
"Yes sir, I came to the conclusion that there was plenty of room for more popple in Erath and Comanche counties, and that all that was necessary to secure the home-release for that section was to invite them scekers for that section was to invite them

scekers for that section was to invite them to come and see it.

"Yes, I found that land was good and cheap, and that the land owners were willing to sell at reasonable prices and give the actual settler the best of the bargain."

"What is the country best adapted to, and what are the principal crops?" was asked.

"That section, in my opinion, is a good corn, cotton and hog country, and fruit and vegetables both do remarkably well. I also noticed that there was a good start made in fine stock, especially horses, and that graded cattle are doing well. The corn crop seldom fails, and there will be lots of hogs shipped to your packery from that section this fall."

shipped to your packery from that section this fall."

"The soil, did you say!" "It is mostly a dark rich sandy soil of a good depth and easy to cultivate. Yes a plow scours in it nicely, and there is abundance of timber for fuel and water is found generally from fifteen to thirty feet and a very good quality. The altitude of Dublin is about 1200 feet which insures health."

"Yes, Dublin has the trade of the south half of Erath, the north half of Comanche and quite a portion of the counties of Eastland and Hamilton for her territory, and it is ninety miles from Fort Worth, 100 miles from Waco, forty-one miles from Brownwood and forty-eight miles from Brownwood and forty-eight miles from Cisco, so you see it is very well located for business and the drummers all say it is "the best and the drummers all say it is 'the best town from Fort Worth to Brownwood or from Waco to Cisco."

from Waco to Cisco."

"No. I don't think Dublin has over 2500 population. The attendance of the schools last year was 709, which I think is good proof that they have not far from 2500 population in the town. The taxable values of the town this year is \$740,000, which is not a bad showing. Their cotton compress handled last season 16,000 bales of cotton, and those who ought to know, tell me that they will handle not less than 25,000 bale this season. This of itself, to say nothing of grain, stock, etc., ought to put quite a little money in circulation in that section."

"Yes sir. After getting this information and seeing the low price at which land could be had, and the advantages generally in the way of location I came to the conclusion that Dublin had a good future to it."

"No sir. I don't think it will make a city, but I do think it will make a good town In fact, it is a good town now, and is bound to grow and prosper as the country settles up. And now that there is an effort being made to induce the farmers to occupy the vacant land there is not the least doubt in my mind but that the population of both county and town will increase rapidly." "Yes; all that is necessary to secure the farmer for Erath county is to have him go and see it. I certainly think so, or I should not have undertaken the work I am engaged

"You can say for me, if you will, that if I am mistaken about Dublin and the coun-try tributary to it, I am willing to pay the expenses of any man—come from where he will, in the United States—if he don't find the country and town as I have and will continue to represent it while I am con-nected with it, and if I am doing wrong in inducing people to locate in, or even go to the expense of visiting that section, I will consider it a favor to have those who differ with me, if any there be, call my attention to any mistake I may make in representing

the country to the public."
"Before taking up the work of advertising Dubin and its territory, I looked the ground over carefully and became thoroughly convinced that those whom I might induce to locate or invest in either Dublin or Erath county at the present prices would be benefited, and did I not think so I would not have a second or invest. not have engaged in the work, for, as you know, I cannot afford to mislead the people. If I deceive them once my name is Dennis, sure, therefore I am interested more in this work than most people think, and before I go further with the work of advertising Publis and the Dublis district I would be go turther with the work of advertising Dublin and the Dublin district I would be glad to know if I am on the wrong track, and I am easily convinced if wrong."

"However," continued John, I am willing to risk paying the expenses of any man or number of men who will go to Dublin, if they don't find the country as represented by the Dublin Land and Improvement company and myself."

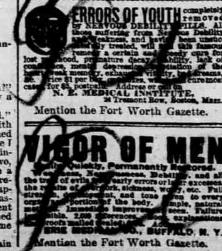
ent company and myself."
"What about the sale you are going to

"We are going to sell farm land, improved and unimproved, also some acreage and resi-dence property, but we will give the public the full particulars of this through the ad-vertising columns of The GAZETTE."

A Suggestion.

Mrs. Wheedle—If I were you I would take my sealskin cloak abroad. You will need it crossing the English channel. Mrs. Wickstaff-But of what use will it

Mrs. Wheedle (significantly)—After you have lived in Paris a few days you will need the money.-Cloak Review.



The Great Contest

BETWEEN

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FOR THE FINAL STRUGGLE

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